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9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
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5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
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10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
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No anonymous communications that have of late appeared in other papers will be inserted.
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BIRTH.

On the 7th February, at 47, West Parade, Huddersfield, Yorkshire, the wife of W. S. BOKKOW, Douglas S. E. C. of a daughter [493]

MARRIAGE.

On the 9th February, at H.B.M.'s Consulate, Shanghai, and afterwards at the Cathedral, GERHOLD STEWART, of Hongkong, to HENRIETTA ELLYN, daughter of Major W. H. GIBSON (late York and Lancaster Regiment), Farnleigh, Chichester.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
HONGKONG OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 10th FEBRUARY, 1904

THE Colony has not been lacking in rumours during the past twenty-four hours with regard to the war between Japan and Russia. The sum total of these, however, amounts to little more than that hostilities have actually commenced, following on the withdrawal of the Japanese Minister from S. Petersburg and the Russian Minister and Consuls from Japan. Our Shanghai correspondent telegraphs the report that the Russian mail steamer *Mongolia*, belonging to the Chinese Eastern Railway Company, which left Shanghai for Dalny on Sunday, has been captured by the Japanese. This vessel is one of two fast steamers on the run between Shanghai and Dalny in connection with the Trans-Siberian line; the sister-ship *Manchuria* has been in dock in Nagasaki recently; whether she too is now in Japanese hands is unknown. This seizure is undoubtedly an act of war, and is a sign, moreover, of the activity of the Japanese fleet. Various other sensational reports current yesterday seem quite without foundation.

The news from London, through REUTER'S Agency, shows that Russia has, as we anticipated yesterday, made a point of Japan not awaiting the arrival of her Note—after an interval of twenty-two days—and has claimed that such procedure throws on Japan "the whole responsibility for the consequences which may arise from a rupture of diplomatic relations." No one will

pay any attention to this statement outside Russia. It is of a piece with the whole dishonest line of diplomacy adopted by Russia during the recent negotiations, which is so well illustrated as late as in that authoritative statement from S. Petersburg quoted in REUTER'S despatch of the 7th instant, wherein it is asserted that the Russian Government has gone as far as it possibly can to meet Japan's wishes, and that if Japan is animated by the same peaceful sentiments as Russia she will receive fresh proposals in a manner permitting of an eventual accord. Such an impudent disregard of truth, we venture to say, has never been witnessed even in the imaginative annals of Russian foreign politics. But what are we to make of the Tsar's journey to submit his cause and the Russian Empire's fate before the altar of the Troitzko monastery, as his fathers have done in the past before drawing the sword? Nothing more than that the Tsar is now a complete puppet in the hands of the war party. Never anything but a weak man, NICHOLAS II. may at least be credited with being sincere; but that he is both superstitious and readily gulled has been obvious all through his reign. His love of peace has been a stock remark of politicians; yet the influence it has had on the conduct of Russia is infinitesimal. The Paris correspondent of the *London Times* recently had a very just criticism on this subject. Remarking that the continuance of peace, in spite of the critical state of affairs, is often ascribed almost exclusively to the Tsar's love of peace, he says:—"My own information confirms the reports 'recently current that it would be a mistake to give that factor, though it 'undoubtedly exists, an exaggerated importance. The Tsar's will has proved 'powerless to improve the interior administration of Russia. It is not necessary to recall the deplorable deeds of tyranny 'of NICHOLAS II. When it is remembered 'too by what means Prince BISMARCK influenced the mind of his master in view 'of reconciling him to the idea of war with 'France it will be understood that similar 'and even less scrupulous means are likely 'to be employed with the Tsar to convince 'him of the necessity of war with Japan. 'In any case, while taking into due account 'what is known of the character of the 'Russian Emperor, it would not be safe to 'found all hope for peace on the personal 'disposition of the promoter of the Hague 'Conference.' Now we see this passionate advocate of peace proceeding to the altar to submit his cause—that of Russia's insatiable aggression—and the fate of his despotic and tyrannous Empire to the Almighty before drawing the sword against the small nation which dares to stand up against his forces in the cause of civilization. It is truly an unholy farce. But the poor dupes of his unscrupulous Ministers cannot be blamed except for his blindness. The Ministers in question, however, are not blind.

A Scientific Society is to be formed very shortly in Bangkok, on the lines of two already flourishing in Japan.

Commodore Dickson and Mrs. Dickson left London on the 8th ult. per P. & O. steamer *Australia*, connecting with the *Ballaarat* at Colombo, for Hongkong.

Messrs. Kelly & Walsh send us a copy of Macmillan's *Atlas for China, Japan, and the Straits Settlements*, a very useful publication, priced at one dollar. This is an especially timely publication just now.

During the past week the cases of communicable disease reported in the Colony were 9 of scarlet fever (8 Europeans, 1 Chinese). Only one of these occurred within the limits of the city of Victoria. One case was fatal; this we have already reported.

Regarding the report that the Admiralty had decided to send four vessels from the Mediterranean to the China Station, it was stated at the Admiralty when the last mail left England that there is no foundation whatever for the statement.

A correspondent up country writes to the *Bangkok Times*:—"Do you care to bring up wild animals? I can send you some. At present two leopard cats which drink (tin) milk by themselves—both females—can be put down at your door. I can also procure fishing-tiger cats." The *Bangkok Times* suggests that the opportunity is a good one for a lone bachelor.

The Supreme Court at Manila has rendered its finding in the case of *Maculloch versus B. Aonle*, giving judgment for the defendant. The case is one growing out of the sale of the old Maria Cristina cigar-factory with a quantity of tobacco. The plaintiff claimed that some of the tobacco included in the contract was damaged and that it was thereby depreciated in value to the amount of \$24,109.23. The lower court gave judgment for the plaintiff in this amount, but the finding was overruled in the Supreme Court.

Two plague cases were reported yesterday, both Chinese and both fatal.

One million dollars gold have been appropriated by the Philippines Civil Commission for improvements in Manila Harbour.

U.S. Senator Marcus A. Hanna, of Ohio, is stated to be dying from an old rheumatic complaint, complicated by a congestive fever.

We are informed by the Italian Consul-General that there is not the slightest foundation for the canard about the moroccan marriage of the Dowager Queen of Italy, which has been circulated in the Continental Press.

It is stated, on what we are told is good authority, says the *Singapore Free Press*, that the British Government has bought up all the Welsh coal at Pulo Way, some 40,000 tons. We should hardly be inclined to accept this without ample confirmation.

Sixto Lopez, who left Hongkong last week on the *Shamout* for Manila, was not allowed to land there on arrival, as he refused to take the oath of allegiance to the United States, and was ordered again to be deported. Lopez was first deported in 1892 by Spain.

According to Japanese papers, the Korean Government has decided to admit the Americans and Europeans into the Imperial Court for the protection of the Imperial family in case war should break out. A certain American gentleman, it is reported, has already conveyed a part of his furniture into the Imperial Household.

According to the *British Medical Journal*, much of the whisky now sold in England, and still more of that imported from the Continent and exported to tropical colonies, is a spirit made to imitate whisky from maize, potatoes, and molasses, or anything that can be fermented. There is no doubt that Hongkong gets its share of this villainous spirit.

It is stated that the Korean Government's intention of proclaiming neutrality in event of a Russo-Japanese war was kept secret from all the Powers—except such as were taken into official confidence—and that with the object of preserving secrecy until the end, a Korean official was despatched to Chosun for the purpose of forwarding the intimation through the French Consul there, who is also Korean Consul.

Here is a notable American tribute to King Edward. It appeared in the *New York Herald*:—"England's new attitude, in dealing with foreign nations, of friendliness and accommodation, of conciliation and tolerance has been particularly noticeable since the accession of King Edward, who has contributed personally and in a large measure to bring about the more agreeable state of things. That he has succeeded is evidenced by the cordial relations now existing between Great Britain and France in place of the old sentiment of mutual suspicion, and is proved by the amity reigning between Great Britain and Italy, between Great Britain and Russia, between Great Britain and the United States."

As soon as the restrictions upon the immigration of strangers into the Transvaal and the Orange River Colony were removed there was a great rush of Australians to Johannesburg. Now there is an equally extensive rush of the same people back to the Commonwealth, richer in experience but in nothing else. Every steamer from South Africa to Melbourne is crowded with passengers, legitimate and otherwise. Slowways were never more numerous or ingenious in discovering hiding-places. These returning disillusioned Australians declare that "South Africa is no place for decent white workers. Wages are going from bad to worse, owing to the thousands of nondescript willing to work for a bare subsistence, and they will drop still lower when coloured cheap labour is introduced."

Japanese newspapers, says the *Japan Mail*, publish a story that the arrest has just been effected of one Takahashi Monaku, an interpreter to the Russian Naval Attaché in Yokohama. It is alleged that this man has been in receipt of very high rewards for collecting and supplying information about Japanese fortresses and military and naval affairs in general. One Tokyo journal puts his property at a million yen, and says that he would have effected his retreat to Russia long ago had he not been asked by his employers to remain a little longer. That is probably embroidery. The police are said to have been on Takahashi's tracks for a considerable time, and his treacherous doings were known in Yokohama. But the difficulty was to lay hands on proofs, and that has only just been accomplished.

A rumour was current last month that a French naval division consisting of the cruisers *Kleber*, *Desaix*, and *Amiral Aube*, belonging to the Northern Squadron, then proceeding to Tonkin, might on arriving there, receive orders to proceed to the Far East. In that case, the battleship *Suffren* was to join the division. The *Suffren* had already received orders to join the squadron in China. The following Italian warships received orders last month to leave for the Far East:—The *Marco Polo* from Naples, the *Dagali* from Venice, and the *Umbria* from Spezia. Four others, namely, the *Voltorno*, *Galileo*, *Colombo*, and *Stefetta*, have been detached from the Red Sea and Indian Ocean, and are concentrated in the Gulf of Aden awaiting orders. The *Marco Polo* takes out Admiral Delibero, who will command the Italian Squadron in the Far East.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR.

SHANGHAI, 9th February, 11.57 a.m.

HOSTILITIES BEGIN—RUSSIAN MAIL REPORTED CAPTURED.

Hostilities have commenced between Japan and Russia. It is reported that the Japanese have captured the Russian (Chinese Eastern Railway's) Mail Steamer *Mongolia*, which left Shanghai on Sunday.

SINGAPORE, 9th February, 3.40 p.m.

THE ATTITUDE OF FRANCE—RUMOURED AGREEMENT.

It is reported that France and England have agreed after a decisive engagement between the Japanese and Russians to offer their mediation through the influence of the Tsar. France has agreed that the Powers shall land troops in China in event of necessity to assure neutrality (on the part of China).

The *Patrie* (Paris) says that six French transports are ready to sail for Eastern waters.

RISE IN THE PHILIPPINES.

MANILA, 9th February, 6.25 p.m.

DARING OUTBREAK IN LUZON.

45 of the constabulary and garrison at Vigan, Ilocos province, Luzon, have seized the barracks, liberated the prisoners, and escaped southward with 55 rifles and plenty of ammunition. They are cutting the telegraph-wires and gathering recruits. Governor Wright has despatched a battalion of the 11th Cavalry and three companies of scouts and constabulary. Swift punishment is expected.

GREAT FIRE AT BALTIMORE.

LONDON, 8th February, 12.10 p.m.

TEN DEATHS AND 40 MILLIONS DAMAGE.

A fire at Baltimore (Maryland, U.S.) began in the dry-goods store district and rapidly developed into a vast conflagration. Six hundred houses have been destroyed already and the fire is spreading. The probable damage is estimated at \$40,000,000 sterling. Ten firemen have been killed in the efforts to fight the flames.

Washington and Philadelphia have sent aid to Baltimore.

REUTER'S SERVICE.

JAPAN AND RUSSIA—RUSSIAN "BENKUM."

LONDON, 7th February.

A semi-official statement has been made at S. Petersburg that Baron Rosen has handed the Russian reply to Japan. An authoritative statement from S. Petersburg says that the Government has gone as far as it possibly can to meet Japan's wishes, and that if Japan is animated by the same peaceful sentiments as Russia she will receive fresh proposals in a manner permitting of an eventual accord. Baron Rosen has been furnished with full instructions for a fresh phase in the negotiations.

The Post Office notifies that private Code telegrams will not be accepted for Japan.

The P. & O. Steamer *Palawan* has sailed from London with a large quantity of ammunition for the China fleet, 110 ratings and a few infantry.

CESSATION OF NEGOTIATIONS.

LONDON, 7th February.

The Russian Government has sent a circular to Russian representatives abroad dated 6th inst., stating that the Japanese Minister has informed Russia that Japan has decided to

cease further negotiations and to recall the Minister and the whole Legation staff from S. Petersburg. Russia has therefore ordered her Minister at Tokyo to leave with his whole staff without delay. The circular adds that such a procedure on the part of the Tokyo Government, which did not even await the arrival of the Russian reply, throws on Japan the whole responsibility for the consequences which may arise from a rupture of diplomatic relations.

Orders have been issued at S. Petersburg to lay rails immediately over the ice on Lake Baikal to save present delays.

LONDON, 8th February.

The British Embassy in S. Petersburg takes charge of Japan's interests.

Mr. Kurino, the Japanese Minister at S. Petersburg, intimated to Russia on the 5th inst. that the Russian reply had been delayed for 22 days and that Russia in the meanwhile had been actively preparing for war, in consequence of which Japan had refused to wait any longer.

HOLY RUSSIA.

LONDON, 7th February.

The Tsar is about to proceed to Moscow "to submit his cause and the Empire's fate to the Almighty before the altar of the Troitzko monastery, as his fathers have done in the past before drawing the sword."

THE BALKAN TROUBLES.

LONDON, 8th February.

The unrest in the Balkans is markedly increasing. The Turkish Government is commencing rolling stock as it did before the Greek war.

JAPAN AND RUSSIA.

The telegrams given elsewhere represent practically the bulk of the news reaching the Colony yesterday with regard to the war which has just started. Hostilities are actually in progress, it seems, but France and England are still in hopes, according to the message sent by our Singapore correspondent, of bringing about a settlement, at least after the first decisive engagement between the opposing nations.

The Douglas s.s. *Haimun* has been taken up by a Press agency, and is bound for Shanghai. We understand that her charterers intend her to run despatches, etc. The *Haimun* is a steel screw steamer of 1,311 tons register. She was built in 1896 by Messrs W. Hamilton & Co., Glasgow, by order of the Douglas Steam-Ship Company, Ltd., of Hongkong. Since her first arrival here she has been on the Foochow-Hongkong run, via the intermediate ports.

The Northern native papers, says the *N.C. Daily News*, report that in a recent secret joint memorial to the Throne by Viceroy Yuan Shi-kai and T'ieh Liang, Vice-President of the Board of War, the memorialists gave five reasons why it would be advantageous to China if she joins Japan in fighting Russia:—(1) The troops of Japan are superior to those of Russia. (2) Japan's ambition is in Korea. Should Japan be victorious therefore in her struggle with Russia, the former will not seek to take possession of Manchuria. (3) Chinese troops will learn much to their advantage by constant companionship with the Japanese troops and gain much experience in modern warfare. (4) Chinese and Japanese belong to the same race and their literature is similar, hence it is much easier to cultivate close relations with each other than with the Russians, and (5) the discipline of the Japanese army is very strict, and if Chinese officers and men fight side by side with them there need be not the least fear of their loyalty to the Throne being tampered with. For these reasons the memorialists strongly urge an offensive and defensive alliance with Japan, as China will gain nothing but untold benefits by the step.

THE SUICIDE ON THE PERLA.

Regarding the suicide of Alfred Phillips, third officer of the s.s. *Perla*, on Saturday last, which has already been reported, it has been learned that the deceased had lately been drinking, and seemed to have something preying on his mind, regarding which he confided in no one. Mr. Phillips was a widower, and leaves two small children in Scotland, for whom he had been regularly remitting money, as his papers and letters showed.

He was previously chief officer on the s.s. *Penguin*.

POLO.

The first tie for the Fild Cup, presented by H.E. Mr. F. H. May, will be played on Saturday next, the 13th inst., at 4 p.m., when the 93rd Burmas will play the Civilians. The teams will be:—

93rd Burmas.—Mr. Simpson, Capt. Carleton, Major Strickland, and Major Radcliff.

The Civilians.—H.E. Mr. F. H. May, Mr. Johnstone, Mr. Hastings, and Mr. C. H. Ross. The winners will play a "Club" team. By kind permission of Major Radcliff the band of the 93rd Burmas will be in attendance.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 9th at noon, "The barometer has risen over Formosa, and is little changed elsewhere. Pressure is probably highest over Central China, and gradients are slight to moderate with fresh monsoon in the Formosa Channel and strong monsoon over the China Sea."

Forecast:—Moderate N.E. winds; fine. Observations from the North not yet to hand.

HONGKONG CRICKET CLUB DANCE.

The Hongkong Cricket Club gave a subscription dance at the City Hall last evening, and a very enjoyable function it was, everything passing off in the smoothest manner. The indefatigable secretary, Mr. T. C. Gray, deserves the greatest praise and thanks from members of the Cricket Club at Hongkong, as does also Mr. Soroombe Smith, chairman of the Dance arrangements. Others who materially contributed in the preparations are Fleet-Paymaster Wilson, H.M.S. *Tamar* Commander Shelford, H.M.S. *Glory*, Lieut. Jellicoe, H.M.S. *Ocean*, and Capt. Davies, A.O.C., who assisted with the decorations; and Mr. H. Hancock, and Lieut. Smith, who supervised the floor, programme, and band. Entering the well-lighted City Hall by the main porchway a dazzling profusion of Japanese lamps, electric lights, palms, flowers, bunting, etc., showed up the handsome staircase. The grand central design at the large first-storey landing window was draped with flags of the Hongkong Cricket Club and Shanghai Cricket Club. Upstairs, the sitting-room adjoining the ball-room was handsomely decorated with wreaths of flowers, palms, bunting, and pictures; one of the latter was of W. G. Grace, and another of an old English cricket match. The ball-room itself was most praiseworthy from every point of view, the floor being in excellent condition, and the ornamental walls very pretty. Various blazers and caps of the many cricket clubs to which Hongkong cricketers have belonged were included in the display, covering the bases of pillars in conjunction with cricket-pads, stumps, and bats. The portrait of Queen Victoria had most prominence, while the principal flags, that is, those occupying the most important positions, were those of Britain, Japan, the United States, and China. One photograph showed the teams of Hongkong and Shanghai 1893, and another of 1893, on both occasions Hongkong being victorious. The various dances were numbered up on a board in good old cricket style. Here is the list, each dance being named after a cricketer:—

Value.....	W. G. Grace
Value.....	C. B. Fry
Value.....	K. S. Ranjitsinhji
Value.....	A. C. MacLaren
Value.....	P. F. Warner
Two Step.....	R. E. Foster
Value.....	G. L. Jessop
Value.....	B. F. Boswell
Value.....	J. E. Mason
Value.....	S. M. J. Woods
Value.....	Lord Hawke
Value.....	F. S. Jackson

THE CANTON-FAISHAN RAILWAY.

The Canton-Faishan railway is now running regularly. The trip is thus described by one of the latest passengers:—"You leave Canton by the ferry *Guiding Star* or *Kowloon* (which is a small steam-launch helping the *Guiding Star* to convey the passengers across river) at 1.30 p.m. You book a first class ticket for 50 cents single; no return tickets are supplied. The train consists of a long car with carriage work built up of wood, coloured straw-matting seats, and tarpaulin roof. The locomotive is a small affair, the proper engines, it appears, not yet running. Quite a number of Chinese travel first class, and, to give an idea of the amount of traffic altogether, the *Guiding Star* having so many passengers on her upper deck, wobbles about as she never did when running between Hongkong and the Kowloon Peninsula. With a stay at Faishan of about ten minutes—just long enough to get a ticket and be gobbled about generally by the numerous Chinese—one arrives back in Canton at 4 p.m. The scenery en route is mostly paddy crops."

CORRESPONDENCE.

THE FISCAL DEBATE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 9th February.

Sir,—I said yesterday at the meeting of the Odd Volumes:—"During last session Mr. Herbert Samuel, M.P. for the Cleveland Division of Yorkshire, asked the Board of Trade what the value of the exports of 1902 would be at the prices obtaining in 1873, and he was told \$18 millions. This would show an increase of 163 millions as against Mr. Chamberlain's 23 millions," my point being that this showed that though the actual sterling value of exports had not increased beyond 20 millions or so in the thirty years under review, the quantity of commodities exported had increased enormously. It was rather unkind of you to condense the words in inverted commas to "The value of exports in 1902 was 163 millions more than in 1873." I may have faltered badly, but I am not quite insane.—Yours, etc.,

W. D. GRAHAM.

H. H. MR. J. H. STEWART-LOCKHART.

H.H. Mr. J. H. Stewart-Lockhart, C.M.G., Commissioner at Weihaiwei, will probably remain in Hongkong until the end of the present month. During his absence Major C.C. Bruce will be Acting Commissioner at Weihaiwei. Mrs. Stewart-Lockhart and family are leaving for home.

The death was announced in the United States last month of General Longstreet, who was born in South Carolina in 1821, and was consequently in the eighty-third year of his age. He was educated at West Point, and joined the regular army of the United States in 1842. Having served in the Mexican and Indian wars, he threw in his lot with the Southern States on their secession, and served in the Confederate army in the successive grades of brigadier-general, major-general, and lieutenant-general. He commanded in many battles. After the war he became a Republican, and was for a short time United States Minister to Turkey.

SUPREME COURT.

Tuesday, 9th February.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

GOMES V. GOMES.

His Lordship in delivering judgment in this case said:—

This was a summons taken out by Antonio Simplicio Gomes, the sole surviving child of the testator's second marriage, against Francisco d'Assis Gomes and Augusto José Gomes, the executors of the will of one João Baptista Gomes, deceased, to determine the question "to what share of certain property bequeathed by the testator was the said A. S. Gomes entitled under the said will." Mr. M. V. Slade appeared for the plaintiff, and Mr. E. W. Sharp, K.C., for the defendants.

The will was dated 20th August, 1887. The testator died 2nd September, 1889. Probate was granted in this Colony on 1st November, 1889. The original will was made in Portuguese at Macao. The domicile of the testator was, I understand, Portuguese. The passage of the translated will to which I am asked to give effect relates to certain hereditary properties in Hongkong (immovable property, that is to say, in which he first gave his wife a life interest. She died about 14th May, 1902, and with reference to such event, the testator's will proceeds as follows:—"I further determine that, after the death of my wife, the income of the said properties in Hongkong, after deducting Crown rent to the local Government, insurance charges or repairs, be divided between our children of the first and second marriages in *stirpes et non in capita*, and this I leave to the discretion of my executors whether these properties should be preserved without being sold, but in case they are sold, the proceeds shall be divided, in *stirpes et non in capita*, between our children of the first and second marriages." It seems that the testator was twice married, and that his second wife was, when she married him, a widow, having been previously married to one U. C. V. de Figueiredo, by whom she had children. There were, therefore, three families derived from three stocks, viz., the children of the testator by his first wife, the children of the testator by his second wife, and the children of his second wife by her first husband. Now, construing the will according to English law or the law of Hongkong, which is the same in this instance, it seems quite clear that the proper way to distribute the property would be, not to count heads (*capita*) but to regard the origin of the children, the stocks or stems or roots (*stirpes*) from which they sprang, and to divide the property into three equal shares as representing the three *stirpes*. Of these three equal shares the children of the testator's first marriage, living at the time of his death, ought to have one, divided equally between them; the child or children of the testator's second marriage, living at the time of his death, ought to have another share divided equally between them; and the children of the testator's second wife, by her first husband, living at the time of the testator's death, ought to have the remaining share divided equally among them. It must be borne in mind that leaseholds are immovable property, and Mr. Dicey accurately lays down, in his "Conflict of Laws," the proposition that, "Generally speaking, all questions touching the validity, construction, and effect of wills relating to immovables are determined by the *lex situs*." It was stated that the executors have sold the leaseholds, but in this case I think the "proceeds" should be dealt with in the same way as the "income" would have been, had the leaseholds not been sold. I expressed my views as to the construction of this will in September, 1902, but it was represented to me by the counsel for the executors that when the testator used the expressions as to *stirpes* and *capita* he meant to use them with the meaning they would have in Portuguese law, as he was acquainted with that law, having at one time been acting Chief Justice of Macao, and I understood it was suggested they had a somewhat different meaning in Portuguese law from what they had in English law. I, therefore, allowed the parties to obtain and lay before me the evidence of expert in Portuguese law, which, I am informed, is identical, in this instance, with the law of Macao, as to the meaning of the passage in the will containing those expressions, according to the Portuguese law. Unfortunately, the opinions of the experts are by no means unanimous, and most of them do not confine those opinions to the precise point I wanted to know. It now, however, seems clear as I always expected that the terms in *stirpes* and *capita* mean precisely the same in Portuguese law as in English law. Those expressions have been imported from the Roman law into the English law, as well as into the law of Portugal, and of those other European nations whose law is, more or less, directly founded on Roman law. They were expressions familiar to the Roman lawyers, and their meaning is clear enough. In the third book of Justinian's Institutes, compiled in the first half of the sixth century, they are used with the same meaning as they have now. See title 1, head 6. It seems, therefore, obvious to me that, when the testator said he wished the property divided in *stirpes et non in capita* between our children of the first and second marriages, he meant that he did not wish each child to have an equal share, but that he wished the children of his first marriage to have one share between them, the children of his second marriage another, and the children of

his second wife's first marriage to have the remaining share between them. It is difficult to see how he could have used after words briefly to convey his meaning. It was, however, contended by the counsel for the executors that he used them with a view of letting in the descendants of any of the children who might die before the testator; that is to say, he wished the grand-children to stand in the place of their deceased parents, where such parents came within the meaning of "our children" of the first and second marriages. In the case of intestacy, children are allowed to stand in their parents' place. It was so by Roman law, and it is so by English law and Portuguese law, but this is not a case of intestacy, but of construing a will, and it has been the law of England for the last century or more that where there is a bequest to children as a class and there are any such children living at the death of the testator, grand-children are not allowed to stand in the place of deceased children. This was decided in 1804 in the case of *Radcliffe v. Buckley*, 10 Vesey (Junior) page 195. See the judgment of the Master of the Rolls on page 201. In that case the testator left the residue of his property to the children of his four deceased brothers and deceased sister (naming the brothers and sister) "to be equally divided among them in their respective parents' stead per *stirpes*, and not per *capita*, share and share alike if more than one, and if but one then I give the same whole to that one." The sister had no children living at the time the will was made, and the testator knew it, but she had grand-children living at the date of the death of the testator. It was urged that the grand-children were entitled to take per *stirpes* in the place of their parents, who were deceased children of the sister. The Master of the Rolls, however, held that they could not do so, and that only the children could take, and that the children were to be thrown into families, they were to take in their parents' stead per *stirpes* and not per *capita*, and that each set of children was to have an equal share of the residue. Indeed, in the case of the Earl of Orford v. Churchill, reported in 3 Vesey and Beames Reports, page 69, the Master of the Rolls, ten years later, viz., in 1814, says: "I never knew an instance where there were children to answer the proper description, that grand-children were permitted to share along with them, although where there is a total want of children, grand-children have been let in under a liberal construction of the word children." The words of the Wills Act, 1 Vict., cap. 26, sec. 33, do not apply to gifts to a class, for the intention was to provide against lapse merely, and not to alter the construction to be put on the will. See 2 Williams on Executors, page 1066. The contention on the part of the counsel for the executors was that we must look for the *stirpes* among the children, and that the grand-children were intended to take in *stirpes* and the surviving children were to take in *capita*, and Robinson v. Shepherd, 10 Jurist, new series, p. 53, and Re Wilson, 24 Chancery Division, p. 654, were cited. In my opinion that is not the true construction of this will. None of the children were to take in *capita*; they were to take in *stirpes*, and therefore I hold that the contention cannot be supported. Finally, at the last hearing it was contended that the Portuguese words *nosso filhos* ought to have a broader interpretation than "our children"; in fact, might be treated as equivalent to "our issue." This is the first time that any fact has been found with the translation submitted to the court more than fourteen years ago, when the probate was granted, and the reasons given for extending the meaning do not convince me that the translation is incorrect. In conclusion I may add that some of the Portuguese experts, in giving their opinion suggest that the testator has included in the leaseholds bequeathed by him his wife's interest therein, and that he could only bequeath what belonged solely to himself. That is a question partly of fact on which I offer no opinion upon the present occasion, and I only mention the matter at all because I wish it to be understood that the construction of the will is not affected by the allegation, even if it should turn out to be correct, that the testator gave more than belonged to him. What would pass by the will would be such property as the testator had power to bequeath, and that is the property which must be divided in the manner I have indicated. In all the circumstances I allow the costs of both sides to come out of the estate, to be taxed as between solicitor and client.

ROYAL HONGKONG GOLF CLUB.

The following cards were returned at the monthly meeting held at the Happy Valley from the 6th to 8th February:—

CAPTAIN'S CUP.	
Mr. N. J. Stabb	88 - 12 = 76
Mr. H. C. Dowling	84 - 6 = 78
Mr. E. A. Ram	94 - 15 = 79
Dr. E. E. Grubb, R.N.	98 - 18 = 80
Lieut. Wilson, R.N.	98 - 16 = 82
Mr. W. Taylor	100 - 18 = 82
Mr. E. J. Grist	86 - 3 = 83
Dr. S. T. Reid, R.N.	93 - 10 = 83
Capt. Harris	85 - 12 = 83
Mr. W. J. Saunders	90 - 6 = 84
Dr. J. K. Raymond, R.N.	89 - 14 = 85
Mr. C. H. Grace	98 - 12 = 86
Mr. H. W. Slade	92 - 4 = 88
Mr. A. W. Campbell, R.N.	92 - 4 = 88
44 entries.	
POOL.	
Mr. N. J. Stabb	88 - 12 = 76
Mr. T. S. Forrest	76 - 2 = 78
Mr. E. V. D. Parr	90 - 12 = 78
Mr. E. A. Ram	94 - 15 = 79
Mr. J. Johnstone	88 - 5 = 81
Mr. E. J. Grist	86 - 3 = 83
Dr. Reid, R.N.	93 - 10 = 83
Mr. W. J. Saunders	90 - 6 = 84
Dr. Raymond, R.N.	89 - 14 = 85
Mr. C. H. Grace	98 - 12 = 86
Mr. A. W. Campbell, R.N.	92 - 4 = 88
35 entries.	

The Patents—Macarion & Cameron, Limited, agents for NATIONAL MEMORIAL for their excellent inventions. "Dover Chronicle." THE WATERLEY PEN. THE PICKWICK PEN. THE OWEN PEN. THE HENDON PEN. Sold at all Stationers. Waverley Works, Edinburgh.

THE HONGKONG RACES.

The following were some of the times at the races on Tuesday morning:—
Mince Pie, 1-mile:—36½, 1.10.
Talbot, 4-mile, last yr.:—30½.
Arrowspague and Fun, 1-mile:—33½, 1.08½, 1.43, 2.19.
Rocky, 4-mile:—32½, 1.04.
Lord Algy and Bensoline, 4-mile:—31½, 1.05.
Modesty, 1-mile:—40, 1.17½, 1.52½, 2.24½.
Colonist and Zoufall, 1-mile:—36½, 1.12, 1.49, 2.21½.
Yellow Skin, 1-mile:—34½, 1.09, 1.44, 2.20.
Go Conny and Snark, 2-mile:—34½, 1.07, 1.41.
Barrow, 1-mile:—40, 1.18, 1.54, 2.27.
Manila, 1-mile:—35½, 1.12, 1.47, 2.23½, 2.58.
Go Bang, 1-mile:—37, 1.14, 1.50, 2.26.
Neddy, 1-mile:—35, 1.11, 1.46.
Tai Yat, 1-mile:—31, 1.10, 1.44, 2.16½.
Standard, 1-mile:—37½, 1.14, 1.50½, 2.23½.
Renmant, 1-mile:—34½, 1.09½, 1.39, 2.07½.
School Girl, 1-mile:—31, 1.02, 1.32, 2.02½.
Runaway Girl, 1-mile:—33, 1.05, 1.35, 2.05.
Dandy, 11-miles:—31½, 1.13, 1.31½, 2.01½, 2.31.
Set, 2-mile:—32½, 1.03, 1.39½.
Polka, 1-mile:—33½, 1.07, 1.39.
The Crow, 1-mile:—37, 1.12½, 1.47½, 2.21½.
Aladdin, 1-mile:—36½, 1.11½, 1.44½, 2.17.
Dormouse, 1-mile:—34½, 1.09, 1.44, 2.18½.
Quebec, 11-mile:—full time, 2.53.

POLICE COURT.

Tuesday, 9th February.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

ABETTING DECEPTION.

Inspector Langley prosecuted one Freeman, proprietor of "The Land We Live In" restaurant, and P. Taylor, barman at the same place, for aiding and assisting a stoker and an A.B. of H.M.S. *Cressy* to desert. The charge was brought under Sec. 1 of Ordinance 2 of 1852.

Mr. G. K. H. Bruton appeared for the defence. Detective Sergeant Wildin gave evidence of the arrest of the defendants, when the case was remanded until Friday, the 12th inst., at 2.15 p.m., in order that another magistrate might be appointed, the ordinance requiring that three magistrates sit to try cases of this description. Bail was allowed in the sum of \$500 each.

RUSSIA'S POSITION.

ACCORDING TO HERSELF.

The Central News received last month from an authoritative Russian source the following statement for publication explaining Russia's position in the Far East and her attitude toward Japan:—

Russia has a civilising mission in Manchuria. She has spent £100,000,000 on the Siberian railway alone, enabling the English mails to reach China in twenty-three days, as compared with forty days over the old route. Russia has vast interests in the country. The Chinese previously could never live in the country under the rule of the Manchurians without disorders, but with the advent of the Siberian railway a civilising influence has been noticeable everywhere.

As to Corea, Russia has simply asked for coaling-stations in that country for commercial purposes. Corea is close to the Russian ports and settlements, and from the point of view of commercial defence and of national defence coaling-stations are necessary. It might be said that Russia ought not to have coaling-stations in the Black Sea or in the Baltic, or even Great Britain in any part of the world. But all nations must have an equal chance of existence. The United States have spent nothing on the Panama Canal, but the United States Government, if anybody was to interfere with that canal, would consider it an unfriendly act. While the United States had not spent anything upon the Panama Canal, Russia had spent a billion roubles, or over a hundred million pounds, on the Trans-Siberian Railway and in Manchuria. Notwithstanding that certain nations profess astonishment that Russia should put forward any claim to Manchuria. After such sacrifices Russia considers that she has predominant interests in Manchuria—far higher interests than any other nation.

Japan claims political rights in Manchuria, and desires certain territory for her people who are rapidly increasing. Russia has not the slightest objection to these claims. But there is a concerted movement among certain Powers to push Japan forward and to make a claim in the interests of others which the Japanese themselves really do not want. At present it appears as if the United States is encouraging Japan to make claims in Manchuria. The trade of no Power suffers in Manchuria in consequence of the occupation of that territory by Russia. Certain Powers say that the country should be closed, but it will be time enough to discuss that question two generations hence. That is entirely a question of the future. At present there is no interruption of trade. On the contrary, English, American, German, and Japanese merchandise comes into the country and is sold without Russian interference. In fifty years half of the population in Manchuria should become Russian; that would be quite a different matter, but why should that prospect be advanced now, why should the bridge be crossed before it is reached? If in the future there are some features in the Russian occupation of Manchuria which might become injurious to the trade of other nations, then it will be time to bring these questions forward.

Look at the policy of the United States, for example. The United States helped the revolution in Cuba. The Press brought about the war against Spain for supposed tyranny in Cuba, and

by stating that Cuba ought to be free from the tyranny of Spain. When the war ended, Cuba was not allowed to adopt a constitution without accepting and embodying in it certain amendments imposed by the United States Government. These amendments required from Cuba coaling-stations at the choice of the United States, and also included a stipulation not to make any treaties with foreign Powers without the consent of the United States, not to contract any loans beyond the reasonable means of Cuba, which would endanger the independence of Cuba, confirmation of the concessions which had been given by the American military administration to all sorts of adventurers who came there, and last, but not least, to submit to all the sanitary ordinances which might be dictated from Washington. What, therefore, was left to Cuba? The United States also made the Cuban Government, to understand that the American troops would not be withdrawn until all these concessions had been made. The first thing America did after this was to force upon Cuba a treaty by which all American goods had to receive a concession in the tariff of from twenty to forty per cent. to the exclusion of every other nation. That is what America calls the policy of the open door. Russia is in a similar position in Manchuria, except that that country is on her own borders, and therefore a more important consideration. America considered she was within her rights to impose on Cuba all these conditions, and to keep all benefit from trade exclusively for the United States. When any foreign Power, including Great Britain, protested, the United States simply sat down on that protest. That was known as the Monroe Doctrine.

Then turn to what America has done in the Philippines. By the Treaty of Paris the future of the Philippines Islands had to be decided according to the mutual agreement of both contracting parties. The first thing President McKinley ordered the Commissioners in Paris to do was to demand to the Philippines as the right of conquest, and to give Spain 20,000,000 dollars, for the islands. When America got the Philippines she passed an Act by which all mining concessions should be granted only to United States citizens, thus barring citizens of all other countries from any such advantage. America then instituted expert duties on certain raw products, excluding, of course, the United States from their operation. That again was a flagrant violation of the principle of the Open Door, for when there is any change in the sovereignty of territories the new sovereignty ought to keep the old treaty obligations.

On the presumption that a similar state of affairs would arise in Manchuria at some future date, the United States and certain other Powers want to bind the Russian Government with all sorts of promises. America wants to do this after the violation of international obligations already indicated. The policy in Washington is to push on Japan to make war. A certain portion of the Press in Great Britain is doing the same thing.

Again, certain newspapers in the United States are crowing very loudly—from the tops of the roof, in fact—about pledges. No written pledges have been given by Russia regarding Manchuria. The question has already been discussed with various Powers by the Tsar's Government. But so indefinite are the demands of the other Powers regarding Manchuria that the Russian Government does not know exactly what they want. If by asking for a policy of the Open Door in Manchuria it is meant that Russia must not have power to impose some preferential tariff in favour of Russian goods that would be definite, but such a proposition has never been stated. Therefore the so-called pledges do not exist, and nothing has ever taken place in connection with the matter beyond a friendly conversation.

Russia is just in the position of the United States, who asked the Powers what were their views when the Peking Protocol was signed as to the policy of the Open Door in China.

Russia has nothing to discuss with Japan regarding Manchuria. Manchuria does not belong to Japan, and she has no interests there. Russia does not recognise the right of Japan to interfere in the negotiations between Russia and China regarding Manchuria. But if Japan has certain rights in Manchuria conceded by China, as long as Manchuria is Chinese territory Russia can have nothing to say against them. If in fifty years Manchuria becomes Russian territory it will be a very different matter. Manchuria at present is not Russian territory, and Japan therefore cannot ask for or obtain any pledges from Russia concerning Chinese territory which is temporarily in Russian occupation. Russia has a frontier-line of six thousand miles bordering upon China, and it is Russia's policy to maintain friendly relations with China. Russia in all her dealings with China has had four or five of the Great Powers advising the Chinese Government not to negotiate with Russia.

Russia never interfered with the policy of the United States regarding Cuba and the Philippines. Therefore the United States should not interfere with Russia regarding Manchuria. It must be repeated that the interests of no nation are suffering through Russia's present position in Manchuria. If it is found in time to come that such interests have been prejudiced, then the Powers whose interests have suffered could protest against any encroachments on their rights.

Russia's aim has been a great pacific policy in Manchuria. The world knows that the Tsar's ideal is to leave a name in history as a peacemaker. He has already done much by proposing to the nations the establishment of the Hague Tribunal and general disarmament. Some five years ago that idea looked like Utopia—a dream. Now

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to Resum Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us. Inspection is invited to the New Stock now on view.

LONG, HING & CO.

PHOTO GOODS DEALERS.

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

The various nations look towards arbitration to settle their disputes. The Treaty of Arbitration between France and Great Britain will probably be followed by others. That idea is maturing in the public mind, and one of these days it will settle all difficulties. Unfortunately, the Press in several countries are adopting a violent attitude as if desirous to see a conflict precipitated between Japan and Russia.

Russia is in favour of intercourse between all nations. Every nation has its own special qualities and aptitudes. By commercial intercourse all nations develop their own resources. If any one nation endeavoured to get the best part of the world, that would be a selfish policy, certain to end in disaster, as witness the fate of the Emperor Napoleon.

SHIPPING NOTES.

WEATHER OUTSIDE.

Moderate strong N. E. monsoon.

BEER-BERI.

Lascars and many natives of India suffer greatly from beri-beri, but this disease is practically unknown to Chinese vessels. It is somewhat of the same nature as scurvy, being brought about by a diet from which fresh vegetables and fresh meat are excluded. Chinese emigrants to India often suffer from this disease; in fact, Capt. A. Stewart, of the *Apar* s.s. *Catherine Apar*, reports that a Chinese deck passenger died from beri-beri on the passage up from Calcutta.

SINGAPORE TO HONGKONG.

Fresh N.E. breeze between Singapore and Lat. 7th North is reported by the s.s. *Catherine Apar*. From Lat. 7th north to Hongkong strong monsoon with heavy sea was experienced. The *Catherine Apar* arrived yesterday.

RATTAN.

Large shipments of rattan arrive regularly from Singapore and Borneo to supply the various Hongkong factories with cane. It may not be generally known that large quantities of chairs, etc., are exported from Hongkong to the United States and other places. The s.s. *Nam-sang* arrived from Samsan yesterday with 1,800 tons of timber and 200 tons of rattan.

THE FRENCH MAIL.

The Messageries Maritimes s.s. *Austral* arrived from Marseilles yesterday, having left Saigon on the 6th inst.

RICE.

Within one hour yesterday morning three steamers arrived from the west with cargoes of rice. The German s.s. *Wongkoo*, with a cargo for Messrs Butterfield and Swire; the German s.s. *Regaburt* with rice also for Messrs. Butterfield and Swire; and the British s.s. *Lacris* with rice for Messrs. Nam Wo. Captains Reber, Wendig, and Jackson respectively all report strong N. E. monsoon.

FOOCHOW TO HONGKONG.

Fine weather with moderate N. E. monsoon is reported by Capt. Rogers of the Douglas s.s. *Hutchings*. The *Hutchings* arrived from Foochow and intermediate ports yesterday.

U.S. GUNBOATS AT CANTON.

U.S.S. *Monterey* and the U.S.S. *Caltag* (gunboats) are at Canton. Everything on the railway is quiet, and people, generally speaking, discredit the alarmist reports to the effect that a big anti-foreign uprising is to take place at China New Year.

STEAMER MOVEMENTS.

The C.P.R. steamer *Empress* of Japan arrived at Yokohama at 8 a.m. on the 9th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 4 p.m. on the 10th inst.

The Imperial German mail steamer *tera* left Kobe via Nagasaki and Shanghai on the 9th inst., and may be expected here on the 16th inst.

The N.P. steamer *Victoria* left Victoria for Yokohama and the usual ports on the 6th inst. The N.P. steamer *Victoria* arrived in New York on the 30th ult.



TELEPHONE No. 13.

THE FAVOURITE BRANDY OF THE

FRENCH IS

MARTELL'S

• \$28.50 PER DOZEN.

• • • \$31.00 PER DOZEN.

V. S. O. P. \$51.00 PER DOZEN.

V. J. S. O. P. \$93.00 PER DOZEN.

Even their cheapest quality is recommended

by the Medical Faculty for Invalids and

delicate people.

SOLE AGENTS.

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

SCALP HUMOURS

Itching, Scaly and Crusted With Loss of Hair

Speedily Cured by Cuticura Soap and Ointment

When Every Other Remedy and Physicians Fail.

Warm shampoos with Cuticura Soap and light dressings of Cuticura, the great skin cure, at once stop falling hair, remove crusts, scales and dandruff, soothe irritated, itching surfaces, destroy hair parasites, stimulate the hair follicles, loosen the scalp skin, supply the roots with energy and nourishment, and make the hair grow upon a sweet, healthy scalp when all else fails.

Millions of the world's best people use Cuticura Soap, assisted by Cuticura Ointment, the great skin cure, for preventing, purifying and beautifying the skin, for cleansing the scalp of crusts, scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, for baby rashes, itchings and chaffings, for annoying irritations and inflammations, or too free or offensive perspiration, for ulcerative weaknesses, and many antiseptic purposes which readily suggest themselves to women, as well as for all the purposes of the toilet, bath and nursery.

Complete treatment for every humor, consisting of Cuticura Soap, to cleanse the skin, Cuticura Ointment, to heal the skin, and Cuticura Resolvent, to cool and cleanse the blood may now be had. A single set is often sufficient to cure the most torturing, disgusting, itching, burning and scaly humours, eczemas, rashes and irritations, from infancy to age, when all else fails.

Cuticura Soap, Ointment and Resolvent are sold throughout the world. Agents: London, J. & A. Paine, 15, Abchurch Lane; New York, J. C. Ayer & Co., 120, Broadway; San Francisco, J. C. Ayer & Co., 120, Broadway; Hong Kong, J. C. Ayer & Co., 120, Broadway.

or send for "How to Cure Every Humour."

DR. NEWELL WILSON, DENTIST.

Latest American methods.

Reasonable prices.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL (First Floor Watkins Building).

Hongkong, 6th November, 1903. [33]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods. Wm. PEARLANT, Manager. Hongkong, 18th November, 1903. [37]

NOW READY.

DIRECTORY OF PROTESTANT MISSIONARIES

IN CHINA, JAPAN AND COREA FOR 1904.

WITH ALPHABETICAL LIST.

88 PAGES. PAPER COVER, 60 Cents.

On Sale at

AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai.

Mr. EDWARD EVANS, Missionary Home, Book Room, 1, Queen's Gardens, Shanghai.

Messrs. KELLY & WATSON, LTD., Hongkong, Shanghai and Yokohama.

Messrs. W. BREWER & Co., Hongkong and Shanghai.

YUEN CHONG BOOK STORE, Swatow.

Messrs. A. S. WATSON & Co., Amoy.

Messrs. A. S. WATSON & Co., Foochow.

Messrs. H. BLOW & Co., Tientsin.

Messrs. HODGE & Co., "Seoul Press," Seoul.

"NAGASAKI PRESS" OFFICE, Nagasaki.

"KORE CHRONICLE" OFFICE, Kobe.

"DAILY PRESS" OFFICE, Hongkong, and at the London Office, 121, Fleet Street.

Hongkong, 12th December, 1903.

AUTOMATIC MAUSER PISTOLS.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

GOOD CLERK Wanted, European or other. Apply to **ROBINSON PIANO CO., LD.** Hongkong, 10th February, 1904. [436]

TO LET.

SUITE of THREE ROOMS with Verandah on the Second Floor of College Chambers. Comfortably furnished and fitted out with Electric Light and Fan, with Two Bathrooms, Kitchen and Servants' Quarters.

Apply to **DAVID, FASSOON & CO., LD.** Hongkong, 10th February, 1904. [437]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FIFTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 18th March, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1903. The TRANSFER BOOKS of the Company will be CLOSED from the 25th instant, to the 10th proximo, both days inclusive.

By Order, **GEO. L. TOMLIN,** Secretary.

Hongkong, 10th February, 1904. [438]

THE HONGKONG FROZEN FOOD SUPPLY.

Depot No. 3, Ice House Street.

FRESH SUPPLY of FROZEN AUSTRALIAN PRODUCE just received by the C. M. Navigation Co. Ltd. "CHANG SHIA," including MUTTON, LAMB, PORK, SPICED BEEF, RABBITS, FRITZ SAUSAGES, PORK SAUSAGES, MILK (condensed), FRESH BUTTER (80 cwt. per lb.), CHEESE, BACON (PRIME, SMOKED), HAM (PRIME, SMOKED, D). Pass Books will be supplied to, and Credit Accounts kept with well-known residents. Price Lists on Application.

LAI KUE TONG, Manager.

Hongkong, 10th February, 1904. [439]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-DAY (WEDNESDAY), the 10th FEBRUARY, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street), 5 Cases FRESH SMYRNA FIGS; 312 Cases RUM; And 49 Cases SOAPS. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 10th February, 1904. [440]

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR SUPREME COURT, to Sell by Public Auction, TO-MORROW (THURSDAY), the 11th FEBRUARY, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street), A QUANTITY OF JAPANESE CURIOS.

Comprising:—JAPANESE VASES, TEA-SETS, WALL PLATES, JARDINIER'S, PICTURES, JAPANESE LANTERNS, &c., &c.

Also, ONE COTTAGE PIANO. TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 10th February, 1904. [441]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, SATURDAY, the 13th FEBRUARY, 1904, at Noon, at his SALES ROOMS, Duddell Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, &c., &c.

Also, 1 LADY'S and 1 GENT'S SADDLE; 1 AMERICAN DESK; 1 COTTAGE PIANO by Challen, in good condition; 1 COTTAGE PIANO (best German make), in good condition; 1 CHERY LACQUER CABINET.

TERMS:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 10th February, 1904. [442]

IN THE MATTER OF THE COMPANIES' ORDINANCES OF HONGKONG 1865 to 1890, and

IN THE MATTER OF THE NEW CHWANG STEAM FERRY TUG AND LIGHTER COMPANY, LIMITED (In Liquidation).

THE creditors of the above named Company are required on or before the 25th day of March, 1904, to send their names and addresses and the particulars of their Debts or Claims, and the names and addresses of their Solicitors (if any), to J. J. FREDEK BANDINEL of the Firm of Nardal & Co., the Liquidator of the said Company, and if so required by notice in writ, & from the said Liquidator are by their Solicitors to come in and prove their said Debts or Claims at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Dated this 25th day of January, 1904.

J. J. FREDEK BANDINEL, Liquidator.

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NEW ADVERTISEMENTS

IF JAMES DAVID ON, Ship Carpenter, late of Canton Bridge, Ross-shire, Scotland, would communicate with MACKENZIE and GRANT, Solicitors, Forres, Scotland, he would hear of something to his advantage. Hongkong, 10th February, 1904. [435]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. Captain Hodgins, will be dispatched for the above ports on MONDAY, the 15th inst., at DAYLIGHT.

For Freight or Passage, apply to **DOUGLAS LAPIRAK & CO.,** General Managers.

Hongkong, 10th February, 1904. [444]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR." Captain A. Stewart, will be dispatched for the above ports on MONDAY, the 15th inst., at 3 P.M.

For Freight or Passage, apply to **DAVID SASSOON & CO., LD.,** Agents.

Hongkong, 9th February, 1904. [445]

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rabattino United Companies.)

NOTICE TO CONSIGNEES. FROM BOMBAY AND SINGAPORE

THE Steamship "CAPRI" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damage to packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant, will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 8th February, 1904. [446]

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE

THE Steamship "CATHERINE APCAR" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo remaining on board after 4 P.M. of the 11th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **DAVID SASSOON & CO., LD.,** Agents.

Hongkong, 9th February, 1904. [447]

STEAMSHIP "AUSTRALIEN," COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE. CONSIGNEES of Cargo from London &c. &c. Dordrecht &c. &c. Ville de Marseille, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. To-DAY, the 9th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 17th February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th February, or they will not be recognized. All damaged packages will be examined on Wednesday, the 17th February, at 3 P.M.

No Fire Insurance has been effected. **G. DE CHAMPEAUX,** Agent.

Hongkong, 9th February, 1904. [448]

FOR SALE. THE NEW AMOY HOTEL.

For particulars, apply to **F. H. LUCASSEN,** Proprietor, Amoy.

Amoy, 29th January, 1904. [321]

FOR SALE. THE BUSINESS of an Old-Established Mercantile Firm in Hongkong, including name, Goodwill, and Office Furniture.

Apply by letter, to **BUSINESS,** Care of Daily Press Office.

Hongkong, 12th January, 1904. [305]

WILLIAM DANIEL, D. D. S., 70, Queen's Road Central.

GRADUATE from Dental Department University of Pennsylvania. Crown and Bridge Work a speciality. Charges most reasonable.

Hongkong, 8th February, 1904. [470]

PURE FRESH WATER. THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Mr. W. **J. W. KEW,** Manager.

1st Floor, 37, Connaught Road, Hongkong, 13th June, 1903. [334]

MUSIC. RAPID Tuition given on the BANJO, MANDOLIN, SPANISH GUITAR, VIOLIN, &c. Terms moderate.

L. A. DE GRACA, 38, Des Vaux Road, or Care of Daily Press Office.

Hongkong, 11th August, 1903. [85]

HONGKONG CRICKET CLUB. AN EXTRAORDINARY GENERAL MEETING of MEMBERS called for Tuesday, the 9th February, is hereby POSTPONED until FRIDAY, the 12th FEBRUARY, at 5 P.M. in the CRICKET PAVILION.

The following Resolutions will be proposed:—1. That a New Pavilion be erected forthwith in the North-West Corner of the Cricket Ground at a total cost not exceeding \$20,000.

2. That the plans of Messrs. DENISON, RAM & GIBBS be accepted.

3. That the Tender of KING TAK CHEUNG be accepted.

4. That the sum required be raised by the issue of 6 per cent. Debentures of the face value of \$50 each, repayable in 10 yearly drawings commencing on 31st October, 1905.

5. That Rule 16 be amended by substituting \$15 for \$10.

By Order, **A. G. WARD,** Secretary.

Hongkong, 5th February, 1904. [433]

PUBLIC COMPANIES

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, 38 & 40, Queen's Road Central, THIS DAY (WEDNESDAY), the 10th FEBRUARY, 1904, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 13th FEBRUARY, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 10th February, 1904. [365]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the General Managers, Pedder's Street, at 12.30 P.M. THIS DAY (WEDNESDAY), the 10th FEBRUARY, to receive a Statement of the Company's Accounts to 31st December, 1903, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th FEBRUARY, both days inclusive.

JARDINE MATHESON & CO., General Managers.

Hongkong, 10th February, 1904. [287]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of FEBRUARY, 1904, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1903.

By Order of the Court of Directors, **J. R. M. SMITH,** Chief Manager.

Hongkong, 29th January, 1904. [386]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th to the 20th day of FEBRUARY, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, **J. R. M. SMITH,** Chief Manager.

Hongkong, 22th January, 1904. [385]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 22nd FEBRUARY, 1904, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22d FEBRUARY, both days inclusive.

By Order of the Board of Directors, **THOS. I. ROSE,** Secretary.

Hongkong, 1st February, 1904. [309]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Pedder's Street, on SATURDAY, the 5th day of MARCH, 1904, at 12 o'clock Noon, to receive a Statement of Accounts to 31st December, 1903, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st FEBRUARY, to the 5th MARCH, both days inclusive.

JARDINE MATHESON & CO., General Managers.

Hongkong, 8th February, 1904. [474]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE DIVIDEND at the Rate of 10% or \$1.50 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this Day, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after MONDAY, the 8th FEBRUARY, 1904.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors, **T. ARNOLD,** Secretary.

Hongkong, 6th February, 1904. [456]

MUSIC. RAPID Tuition given on the BANJO, MANDOLIN, SPANISH GUITAR, VIOLIN, &c. Terms moderate.

L. A. DE GRACA, 38, Des Vaux Road, or Care of Daily Press Office.

Hongkong, 11th August, 1903. [85]

HONGKONG CRICKET CLUB. AN EXTRAORDINARY GENERAL MEETING of MEMBERS called for Tuesday, the 9th February, is hereby POSTPONED until FRIDAY, the 12th FEBRUARY, at 5 P.M. in the CRICKET PAVILION.

The following Resolutions will be proposed:—1. That a New Pavilion be erected forthwith in the North-West Corner of the Cricket Ground at a total cost not exceeding \$20,000.

2. That the plans of Messrs. DENISON, RAM & GIBBS be accepted.

3. That the Tender of KING TAK CHEUNG be accepted.

4. That the sum required be raised by the issue of 6 per cent. Debentures of the face value of \$50 each, repayable in 10 yearly drawings commencing on 31st October, 1905.

5. That Rule 16 be amended by substituting \$15 for \$10.

By Order, **A. G. WARD,** Secretary.

Hongkong, 5th February, 1904. [433]

AUCTIONS

PUBLIC AUCTION. THE Undersigned has received instructions to sell by Public Auction, TO-DAY (WEDNESDAY), the 10th FEBRUARY, 1904, at 12 o'clock Noon, of WARDLEY FIRM, The Steam Launch "SCHAMMEN."

Length ... 70 feet
Beam ... 13 "
Draft ... 5 "

Engines, Double Expansion: Speed, 10 miles. The Launch has hitherto been used by the Imperial German Navy as a Gunboat on the West River. The Hull and Engines are in excellent condition.

An Inventory and further particulars can be had from **GEO. P. LAMBERT,** Auctioneer.

Hongkong, 4th February, 1904. [421]

PUBLIC AUCTION. THE Undersigned has received instructions to sell by Public Auction, TO-DAY (WEDNESDAY), and TO-MORROW (THURSDAY), the 10th & 11th FEBRUARY, 1904, commencing each day at 2 P.M., at his SALES ROOMS, Duddell Street, WITHOUT RESERVE, A VERY FINE COLLECTION OF JAPANESE ART CURIOS AND SILK EMBROIDERIES, Comprising:—CHOICE SPECIMENS OF SILVER CLOISONNE, FINELY PAINTED SATSUMA, OLD BRONZE VASES, CARVED IVORIES, OLD PRINTS UTAMARU, FINE CUT VELVET PICTURES, &c., &c.

Also, VERY RICHLY EMBROIDERED SILK PALACE HANGINGS, DRAPEY, KIMONO'S, &c.

TERMS:—As usual. On View from Tuesday p.m., the 9th inst.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 9th February, 1904. [437]

PUBLIC AUCTION. THE Undersigned have received instructions from Rear-Admiral ROBINSON to offer for Sale by Public Auction, TO-DAY (WEDNESDAY), the 10th FEBRUARY, 1904, at 3 P.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street), his Yacht "VERNON"

24 Footer—Y. R. A. Designed by PAYNE, Southampton; Built by DUCK CO., Hongkong; Sails by LAPHORNE, Cowes.

Present set of Spars; Hollow Mast, Boom and Yard, Sparre Solid Spars; 2 Masts, 1 Boom and 2 Yards.

Present Main Sail and Jib new, this Season, well setting.

Other Sails Comprise:—Main Sail, Jib, 2nd Jib and Spinnaker of last Season. All in good order.

Boat in perfect order and Winner of this Season's Championship as well as the Commodore of the Yacht Club's Cup and other Cups.

The Yacht may be seen at Kowloon Naval Depot.

For orders to view, apply to **HUGHES & HOUGH,** Auctioneers.

Hongkong, 4th February, 1904. [422]

PUBLIC AUCTION. THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (THURSDAY), the 11th FEBRUARY, 1904, at 2.30 P.M., at his SALES ROOMS, Queen's Road, A FINE ASSORTMENT OF JAPANESE CURIOS, FINE ART SATSUMA, FINE CLOISONNE, SILVER CLOISONNE, BRONZES, LACQUERED WARE VASES, TEA-SETS, PANELS, OIL PICTURES AND ALBUMS, EMBROIDERIES and HANDSOME EMBROIDERED SCREENS, &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 9th February, 1904. [473]

PUBLIC AUCTION. THE Undersigned has received instructions to sell by Public Auction, TO-DAY (WEDNESDAY), the 10th FEBRUARY, 1904, commencing at 2.30 P.M., at his SALES ROOMS, Duddell Street, A NUMBER OF VALUABLE LAW BOOKS.

TERMS:—As Customary. Catalogues will be issued.

On View from Thursday, the 11th February.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 8th February, 1904. [457]

CARTRIDGES. IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

WILEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO., Hongkong, 26th November, 1902. [11]

BANKS

GUARANTY TRUST COMPANY (NEW YORK) (AMERICAN BANK).

ESTABLISHED 1863.

PAID-UP CAPITAL U.S. \$2,000,000 Gold
SURPLUS AND UNDIVIDED PROFITS " 5,180,000 "

HEAD OFFICE—NEW YORK.

LONDON OFFICE—33 & 35, Lombard St., E.C. F. C. BISHOP, Manager, Eastern Department.

LONDON BANKERS—PAIR'S BANK, LD.

HONGKONG OFFICE—4, DES VEAUX ROAD. General Banking and Exchange business transacted.

THE ROBINSON PIANO Co. (LIMITED.)

JUST RECEIVED.

MAGNIFICENT PIANOS

BY

RACHALS

KRAUSS

STUART

BECHSTEIN

HOPKINSON

HAAKE

EACH THE

BEST IN

ITS CLASS.

VERY MODERATE PRICES

FOR CASH OR ON

CREDIT TERMS

ALSO

KIMBALL ORGANS.

Hongkong, 29th January, 1904. [3335]

PROPOSALS FOR FROZEN FRESH BEEF AND FROZEN FRESH MUTTON.—Headquarters Division of the Philippines, Office of the Chief Commissary, Manila, P.I., August 25th, 1903.—Sealed proposals, in triplicate, will be received at this Office until 11 o'clock a.m., March 18th, 1904, at which time and place they will be opened in the presence of the attending bidders, for the furnishing and delivery of six million six hundred thousand (6,600,000) pounds of frozen fresh beef and four hundred and eighty thousand (480,000) pounds of frozen fresh mutton to the Subsistence Department at Manila, P.I., during the year ending June 30, 1905. The accepted beef and mutton will be admitted free of Customs duties. The United States reserves the right to decrease the amount called for in the contract, by not to exceed 40% upon reasonable notice to the contractor; or to increase the amount called for, with the consent of the contractor. Each proposal must be accompanied by a Bidder's Guarantee in the amount of \$20,000, or by certified check for that amount on a bank of approved standing in Manila. The bidder to whom the contract is awarded will be required to give bond, the penalty of which will be fixed by the Chief Commissary. Information furnished on application. Envelopes containing proposals should be marked: "Proposals for frozen fresh beef and frozen fresh mutton for P.Y. 1905, to be opened March 18th, 1904," and addressed to the undersigned—HENRY G. SHARPE, Colonel, A.C.G., U.S. Army, Chief Commissary. [2404]

NOTICE TO CONTRACTORS.

CITY OF MANILA.

OFFICE OF THE MUNICIPAL BOARD SECRETARY'S OFFICE.

SEALED PROPOSALS will be received at this Office until 12 o'clock Noon, of the first day of June, 1904, for the construction of the superstructure for a lift bridge over the Binondo canal in the City of Manila, in accordance with plans on file at the Office of the City Engineer.

Bids will be received (1st) for the delivery and erection of the structure complete in every respect and ready for use; (2nd) for the delivery at the wharf in Manila, free from all encumbrances, of all the structural material and machinery of every sort, ready for the erection of the bridge complete.

Each bid shall be accompanied by (1st) a stress sheet showing the maximum live and dead load stresses in each member together with the gross and net sections and the material of which each member is to be composed; and (2nd) a certified check payable to the City of Manila in the sum of one thousand dollars (\$1,000) United States currency, or its equivalent, as a guaranty that the contractor will within ten (10) days from the awarding of the contract enter into contract with the City of Manila for the faithful performance of all the work above specified.

A bond of ten per cent (10%) of the accepted bid will be required for the faithful performance and completion of the contract within a period of twelve (12) months from the date of signing the contract.

PRINTED FORMS FOR BIDS, plans and all necessary information may be obtained at the Office of the City Engineer, Manila, P.I., Engineering News Publishing Co., 220 Broadway, New York City, and the Bureau of Insular Affairs, Washington, D.C.

The right is reserved by the City of Manila to reject any or all bids and to waive any defects.

By Direction of the Board,
JOHN M. TUTHER,
Secretary.
Manila, P. I., January 21st, 1904. [361]

ENTERTAINMENTS

THEATRE ROYAL.
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB
will give Four Performances of
THE COMIC OPERA
"HIS EXCELLENCY."

Written by W. S. GILBERT.
Music composed by Dr. OSWALD CARL.

SATURDAY, 13th FEBRUARY.
THURSDAY, 18th "
FRIDAY, 19th "
SATURDAY, 20th "

Commencing each Evening at 9 P.M., precisely.

Dress Circle \$3
Stalls 2
Pit Stalls 1
Pit 1

No HALF PRICE.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after MONDAY, FEBRUARY 8th, at 10 A.M.

Booking Office will be opened daily from that date from 10 A.M. to 4 P.M.

Late Trains will run a quarter of an hour after the fall of the curtain.

Hongkong, 6th February, 1904. [349]

KOWLOON.

BY GENERAL DESIRE.

THE GREAT FREEER

will appear in his Famous

"FRIVOLITIES,"

at the

VICTORIA RECREATION CLUB,

Kowloon,

on FRIDAY, FEBRUARY 12th.

All the "TIP-HITS" of his two programmes, including the Screaming One Man Force "ELECTRICITY,"

will be presented.

Box Plan open at Watson's Kowloon Dispensary.

Admission, ... \$3, \$2 & \$1

Doors open at 8.30. Performance at 9.

Note.—This will be Freeer's last appearance in Hongkong. Canton this Thursday.

Hongkong, 8th February, 1904. [404]

WANTED.

CHINESE CLERK, must be Good Penman and Quick at Figures.

Apply—**THE SINGER MANUFACTURING CO.**

Hongkong, 6th February, 1904. [427]

WANTED LESSONS IN RUSSIAN.

GENTLEMAN desires to take LESSONS in RUSSIAN; slight previous knowledge.

Address—No. 367,

Care of Daily Press Office.

Hongkong, 5th February, 1904. [429]

WANTED.

BY a Young Man of certain experience, situation in a Mercantile Office or Bank.

Apply by letter to—**"D. P. M."**

Care of Daily Press Office.

Hongkong, 6th February, 1904. [443]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that

GUN PRACTICE will be carried out from

Lai-Chi-Kok in a West by Southerly direction

at ranges from 1,300 to 3,000 yards at Barrel

Targets, commencing at 2.30 P.M. on TUES-

DAY, the 16th FEBRUARY, 1904, if the

range is clear.

By Command, **A. M. THOMSON,**

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 4th February, 1904. [434]

JURY LIST 1904.

NOTICE IS HEREBY GIVEN that

Pursuant to the Provisions of the Jury

Consolidation Ordinance, 1887, I have this day

caused to be posted, at the chief entrance to the

Court House, a List of all persons ascertained

by me to be liable to serve as Jurors.

The said List will remain so posted until

THURSDAY, 18th instant, in order that any

person may apply by notice in writing to me

requiring that his name or the name of some

other person may be respectively either added

to or struck off from the said List, upon cause

to be duly assigned in such notice.

ARATHOON SETH,

Acting Registrar.

Supreme Court House,

Hongkong, 3rd February, 1904. [446]

OWNERS OF HOUSES

situated in the City of Victoria

and in the Eastern Division of Kowloon are

hereby notified that under No. 5 of the

Domestic Cleanliness and Ventilation By-laws

any domestic building, or part of such building

which is occupied by more than one family

shall, unless specially exempted by the

Board, be CLEANSED and LIMEWASHED

THE WOMAN ON THE DERELICT.

BEING THE STRANGE LOVE STORY OF JOHN BRAMWELL, BY GUY BOOTHBY.

(Author of "Dr. Nikola," "My Indian Queen," &c., &c.)

SYNOPSIS.—John Bramwell, after knocking about the world for many years, arrives in Sydney from San Francisco, and being charged from his ship looks about for further work. He calls at the office of a shipping firm, is appointed mate of the schooner "Britomart," and the following day sails for Apla. Two years pass away. One day, while Bramwell is sitting on the verandah of an hotel, a man approaches and enters into conversation with him. It appears he is the owner of the schooner "Kittiwake," to which he invites Bramwell to go with him and look over his vessel. Learning that he is thinking of leaving the "Britomart," Giles Farrington, as the "Kittiwake" owner is called, persuades him to take command of his ship. Farrington turns out to be an opium smuggler and pearl poacher. After the two have experienced several adventures, Bramwell decides to visit England. Leaving the ship at Hvalfok, he starts for London on board the "Hulket." On the voyage, an abandoned vessel is sighted, and Bramwell's horrible dream which he cannot banish from his thoughts. Nearing the wreck, the captain suggests that it be searched, and Bramwell gets permission to accompany the mate on his errand. After taking a good look at the ship from the boat the men go aboard, and are met by a ghastly sight—a man pinned to the deck by knives through his throat and hands. The captain of their vessel is sent for, and on his arrival the scene is continued, with the result that a woman is discovered locked in one of the cabins, but in too dazed a condition to give any information. Bramwell having decided to take charge of the vessel to Plymouth, the captain arranges his crew and officers to accompany the girl on the "Hulket," but she refuses to leave. At last they start on one of the strangest voyages man ever heard of.

CHAPTER VI.

It is not my intention to give you a long description of that strange voyage, for there is so much else to be told of greater interest that it is necessary for me to be economical both of your patience and my space. In order, however, that you may not misunderstand events as they progressed, and see them in their proper light, it is imperative that I should give you a brief outline of how we fared.

To begin with, the brig not only proved herself fast but also an excellent sea boat. From the moment that I actually took over command of her it seemed as if my luck had changed. The breeze, of which Jackson had warned me, proved to be no passing zephyr but was sufficient to carry us merrily over the Equator, thus enabling us to cross the parallel of 10 degrees N. in 25 degrees W. without any difficulty. After that we picked up the North East Trade, and keeping her well full, crossed to the north-westward as easily as the most exacting skipper could desire.

Long ere this we had lost sight of the "Hulket," to whom the brig could show a clean pair of heels. Wherever she had been built, and my own belief was that she had been built from New Zealand, she did credit to her designer. Why men, who must surely have known her worth, had been such fools as to abandon her, I could not for the life of me understand, though I hoped to do so later.

Good fortune favoured us, inasmuch as we were extremely lucky in our ship's company. Jackson proved himself what I had hitherto known him to be, a hard-working and a zealous officer. He made a competent seaman, while the crew themselves were not only up to their work but prepared at all times to do it. As for Mrs. Plasencia, words fail me when I attempt to describe her. She managed her after part of the vessel as if it were a first-class boarding house, and gave unremitting care by both day and night to the unfortunate girl whom we had determined to call Miss Alexandra. Possibly her husband might have been a better cook, so far as savoury dishes were concerned, but as Jackson and I were accustomed to make the best of things, and were always as hungry as hunters, we did not find much fault with her on that score.

As for Miss Alexandra herself, I can only say that there appeared to be little or no change in her condition, and, by the way, that self-same condition puzzled me more than I can tell. Her bodily health appeared to be as good as it could, possibly be. She both ate and slept well, and in a measure seemed to take an interest in what was going on about her. The thing that puzzled me most, however, was her total forgetfulness of all that had transpired previous to our discovering her on board the ship. She would sit for hours at a time, gazing straight before her as if she were watching things that we could not see. It is a strange thing when you come to think of it, and goes to show what curious anomalies human beings are, that while I should have pitied her under any circumstances, I fear she had more compassion in a much larger degree on account of her beauty. I am willing to confess that women have not had much to do with my life. As a matter of fact, I had never served on board a ship that carried lady passengers, or travelled in one until I joined the "Hulket." As for the lady passengers aboard her there was not one, and I say it advisedly, so far as beauty was concerned, who was fit to hold half a candle to her. I am prepared to admit that the vagueness of her previous history irritated me more than I can say. Since she did not know it herself, it was impossible for us to tell who or what she was. The absence of a wedding ring from her finger would seem to indicate that she was unmarried. One thing struck me as significant, and that was the neatness of her dress. Whether it was because whatever she wore must inevitably suit her, or because she had a natural taste in dress, I cannot say, but the fact remains that, with the simplest materials, she invariably produced a most artistic effect. And here I must relate a little incident which, whenever I think of it now, always strikes me as peculiar.

It was on the third night after our taking over the brig, and I can recall every circumstance connected with it quite clearly. We dined at seven o'clock, that is to say if such a meal could be called dinner. Three of us sat down to it, Miss Alexandra, Jackson, and myself. I had already made it a rule that Hickson should stand the watch in order to allow the mate to partake of his meal.

On this particular evening it struck me that Miss Alexandra seemed a little brighter than usual, and after the coffee had been served (we were as luxurious as that) and Jackson was returned to the deck to finish the remainder of his watch, I looked at the girl seated on my right hand. A prettier picture than she presented at that moment it would have been impossible to imagine.

"Miss Alexandra," I said, for by this time she had become accustomed to the name, "you have been below too long. Will you not allow me to take you on deck this evening? The fresh air will do you good."

"I will go if you wish," she answered, obedient as usual to any wish I might express.

"Then please see that you put on something warm," I continued, "for I fancy you will find the breeze chilly."

Without another word she rose and made her way to her cabin. Had any stranger chanced upon us at that moment and had seen her crossing the cuddy, he would have found it difficult to believe that there was anything the matter with her. In a few minutes she returned, clad in a warm cloak and with a lace mantilla, the gift of the fireproof widow, wrapped about her shapely head. The brig was heeling over a bit to starboard, so I offered her my arm. She took it without hesitation, and we ascended the narrow companion together. It was a lovely night, and the little vessel was spinning along before a spanking breeze, throwing off long lines of phosphoreous foam from either bow. It was a night on which it was good to be alive. Overhead the stars blazed out as Jackson said, "Like lamps upon the Thames Embankment." It was a poor simile, but in a certain sense it hit the mark.

As we left the companion eight bells sounded and the watch below came tumbling up. A big man, a Dane I believe, took the wheel and the fellow he had relieved went forward. Having made his report Jackson touched his cap to Miss Alexandra and went below. I am not a romantic man, as I have already said, but I don't mind telling you that I can feel the touch of those soft fingers on my arm even now.

I led her off and we stood together at the taffrail. It was at that moment she had not spoken. I glanced at her as a hunt with her elbows on the rail and came to the conclusion that I had never seen so beautiful a picture.

She was gazing pensively. As she stopped to look down on the wake, her hands were clasped as if she were praying. The bubbling water seemed to have a strange fascination for her; for when I spoke to her she did not appear to hear me. Suddenly she stood upright and turning her back to the rail, looked forward.

What she saw, or what she thought she saw, I shall probably never know, but never had I seen anything so queerly as her attitude at that moment. I should have been worth a fortune to her on the stage. The lace she had draped about her head had fallen back, and a coil of black hair lay upon her shoulder. Then she turned to me and seizing me by the wrist, said, "Look! Look! Do you see the blood?"

With her left hand she pointed to the exact spot where we had discovered the man pinned out, as described in the previous chapter. There was nothing there, of course, but that she believed she saw it, I shall never doubt.

Again she muttered: "Look! Look! the blood! See how it stains the deck!"

I tried to reason with her, but in vain. "The only answer I could get from her was: 'The blood! the blood!'"

With the intention of distracting her thoughts I proposed that we should walk. With her usual childlike obedience she did so, but I noted every time we passed the spot where the man had lain she shrank away, and yet, I pledge you my word, there was nothing to be seen.

Thinking it might cheer her I began to talk to her of other matters—of my life at sea—of the various places I had visited—of the adventures I had met with. She listened, but it did not take much to see that she was not interested.

"I am afraid you do not hear what I am saying to you, Miss Alexandra," I remarked somewhat sadly—for I was a little chagrined. I must confess, that she should still remain so silent.

"Yes," she answered, "I heard you—but I am afraid I did not understand." Here she put her hand up to her forehead, as if she were in pain, and at once I began to upraid myself for my cruelty towards her. To change the subject I adopted the commonplace, and enquired whether she was fond of the sea?

"The sea?" she repeated—still in the same monotonous voice. "Yes, I am fond of the sea."

"Have you ever done a voyage before?" I asked, hoping that by putting the question in a casual way, as if it were a matter of no consequence, I might obtain some inkling of her extraordinary story—for extraordinary it must certainly have been.

Again her hand swept her brow as if to brush away the cobwebs in her brain.

"I think—but I cannot say," was her answer. "It all seems so foggy to me. Oh, if only I could wake up, I have had such terrible dreams!"

Here was my chance, and I hastened to avail myself of it. Since I had known her she had not said so much to me.

(To be continued.)

HONGKONG JOCKEY CLUB.

RACE MEETING, 1904.

TUESDAY, WEDNESDAY, THURSDAY, AND SATURDAY (OFF-DAY)

23rd, 24th, 25th and 27th FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND AND ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price \$7 per day for the Meeting (excluding the Off-Day), or \$3 per day. Tickets for the Off-Day, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 8th February, 1904. [458]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND AND ENCLOSURE during the Races on the 23rd, 24th, 25th and 27th instant.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which will be sent out with the Members' Tickets after MONDAY, 15th inst. All Tickets must be produced to gain admission.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 8th February, 1904. [459]

HONGKONG JOCKEY CLUB.

NO SERVANT will be allowed inside the ENCLOSURE of the RACECOURSE during the Race Days WITHOUT TICKETS which can be had on application to the Under-Secretary between MONDAY, 15th, and SATURDAY, 20th inst.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 8th February, 1904. [460]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,

27, DES VOGES ROAD CENTRAL HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903. [2430]

"DARTRING"

A perfect complexion depends on delicacy of skin, which is conferred by 'DARTRING' 'LANOLINE'

No imitation can bear the 'Dartring'. No imitation can be called 'Dartring'.

'DARTRING' TOILET 'LANOLINE'

In colipathic tubes.

'DARTRING' 'LANOLINE' TOILET SOAP.

Demand the genuine

Wholesale: 47, Abchurch Lane, London, E.C.

1255-2

NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P. I. HOTEL

Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly Furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT

Handsomely decorated. Cool and pleasant. Best of attendance. Private dining rooms for parties. Only the best of wines and liquors. Under the direction of Mr. and Mrs. Newirth.

BAR

Under the direction of American mixologist. Anything you want served promptly and pleasantly.

BILLIARD ROOM

Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in attendance.

STABLES.

Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, first-class horse good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO.,

PROPRIETORS.

[265]

CONDITIONS

LIBERAL

PREMIUMS

MODERATE.

STANDARD LIFE OFFICE.

Which has been for so many years well known in the East, offers the combined advantages of a Local Office and of a large BRITISH institution with an established reputation for liberality in its dealings with its Policy-holders.

NAVAL AND MILITARY OFFICERS

CAN IN TIME OF PEACE (at a Small Extra charge) effect Standard Policies which cover the

RISK OF WAR.

For full information and prospectus, apply to

DODWELL & CO.,

SHIPPING.

ARRIVALS.
Feb. 9, ASPERN, Austrian str., from Canton.
Feb. 9, AUSTRALIAN, French steamer, 6,500, Guigues, Marseilles and Saigon 5th Feb. Mails and General.—MESSAGERIES MARITIMES.
Feb. 9, CATHERINE APGAR, British str., 1,780, A. Stewart, Calcutta 2nd Jan., General.—DAVID SASSOON & CO.
Feb. 9, CHONGHANG, British str., from Canton.
Feb. 9, HAICHING, British str., 1,267, A. E. Hodgins, Foochow 5th Feb., Amoy 6th and Swatow 8th, General.—DOUGLAS LAPHAM
Feb. 9, KWANGTAN, Chinese str., from Canton.
Feb. 9, LAMETTES, British str., 1,340, Jackson, Saigon 4th Feb., Rhea—CHINESE.
Feb. 9, MAHANG, British str., 1,644, W. D. Welsh, San Francisco 3rd February, General.—JARDINE, MATHESON & CO.
Feb. 9, RAJAH, German str., 1,180, G. Wodrig, Bangkok and Swatow 8th Feb., Rhea and Takwood.—MELCHERS & CO.
Feb. 9, UNDA, Norwegian str., 1,077, Thorbjørn, Swatow 8th Feb.—MITSUI BUSSAN KAISHA.
Feb. 9, WONGKOT, German str., 1,115, W. Reher, Bangkok 2nd Feb., Rhea and Wood.—BUTTERFIELD & SWIRE.

CLEARANCES
AT THE HARBOR MASTER'S OFFICE.
9th February.
Alania, German str., for Singapore.
Andalusia, German str., for Yokohama.
Chongang, British str., for Swatow.
Nesfor, British str., for Singapore.
Palgrave, British 4-m barque, for Sydney.
Wuchang, British str., for Cebu.

DEPARTURES.
8th February.
DAIJI MARU, Japanese str., for Takao.
9th February.
ANDREW RICKMERS, German str., for Swatow.
BAB LAMER, German str., for Saigon.
BENLOU, British str., for Yokohama.
BENLOU, British str., for Bangkok.
CANTON, British str., for Canton.
FERNET SIMONS, French str., for Europe.
GERMANUS, German str., for Diamond Island.
HAILONG, British str., for Tamsui.
HONGKONG, British str., for Sourabaya.
KONGKONG, British str., for Shanghai.
KONGKONG, British str., for Ningpo.
MEIKONGSHIRE, British str., for Shanghai.
MURK, British str., for Kobe.
RADNORSHIRE, British str., for London.
TENGSHIRE, British str., for Swatow.

VESSELS IN DOCK.
9th February.
AMERICAN DOCK.—H.M.S. Moore, Tarter, H.M.S. Glory, Eliza Rickmers, Saigang, Iglio, Liu Tai, Hue, Kaitong, Hana, H.M.S. Grey, H.M.S. Whiting, Yungwang, Tak Hing, SAVOIRDOCK.—Talos, Borvo.

VESSELS ON THE BERTH
THE EAST ASIATIC COMPANY, LIMITED

FOR HAVRE, COPENHAGEN AND BALTIC PORTS.
THE Danish Steamer

"PRINS VALDEMAR,"
Captain Kock, will leave for the above ports on or about WEDNESDAY, the 10th February.
For Freight or Passage, apply to
MELCHERS & CO.,
Hongkong, 16th January, 1904. [249]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA AND SOUTH AFRICAN PORTS.

"MALTA,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 13th FEBRUARY, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo to a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. DEWITT, Superintendent.
Hongkong, 3rd February, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL (WITH LIBERTY CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1903.
About 1st Mar.
For Freight and further information, apply to
LODGE & CO., LTD., Agents.
Hongkong, 29th January, 1904. [1125]

NATAL LINE OF STEAMERS.
THE Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with EUROPEAN STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 6th August, 1902. [8]

FOR CANTON.
THE new and best Twin-Screw Steamer
"SAN CHING,"
351 Tons, Captain A. Murphy, will leave for Canton at 8 p.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 128, Connaught Road Central, Hongkong, 30th June, 1903. [27]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	13th inst. at Noon.
LONDON & ANTWERP	PALESTINE	Brit. str.	E. G. Andrews	P. & O. S. N. Co.	About 17th inst.
LONDON & ANTWERP	KINTUCK	Brit. str.		BUTTERFIELD & SWIRE	18th inst.
LONDON & ANTWERP	MOTUNE	Brit. str.		BUTTERFIELD & SWIRE	1st March
LONDON & ANTWERP	GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	15th March
LONDON & ANTWERP	PAK LING	Brit. str.		BUTTERFIELD & SWIRE	29th March
BREMEN, VIA PORTS OF CALL	GEPA	Brit. str.		MELCHERS & CO.	17th inst. at Noon.
HAVRE, COPENHAGEN & BALTIC PORTS	P. VALDEMAR	Ger. str.		MELCHERS & CO.	About 10th inst.
HAVRE & HAMBURG	C. FRED. LARSEN	Ger. str.		HAMBURG-AMERIKA LINIE	20th inst.
HAVRE, BREMEN & HAMBURG	SITHONIA	Ger. str.		HAMBURG-AMERIKA LINIE	2nd March
HAVRE & HAMBURG	BATAVIA	Ger. str.		HAMBURG-AMERIKA LINIE	18th March
HAVRE & HAMBURG	ABESSINIA	Ger. str.		HAMBURG-AMERIKA LINIE	1st April
GENOA, MARSEILLES & LIVERPOOL	SUEVIA	Ger. str.		HAMBURG-AMERIKA LINIE	19th April
TRIESTE, &c. VIA SINGAPORE, &c.	KEEMUN	Brit. str.		BUTTERFIELD & SWIRE	2nd inst.
NEW YORK, VIA PORTS & SUEZ CANAL	AXAX	Brit. str.		BUTTERFIELD & SWIRE	20th March
VANCOUVER, VIA SHANGHAI, &c.	GIBRIA	Am. str.	Damianorich	SANTON, WILKER & CO.	About 1st Mar.
VANCOUVER, VIA SHANGHAI, &c.	MACDUFF	Brit. str.		CANADIAN PACIFIC R. CO.	To-day
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.		CANADIAN PACIFIC R. CO.	24th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	OLYMPIA	Brit. str.	A. Dixon	DODWELL & CO., LIMITED	13th inst.
VICTORIA (B.C.) & SEATTLE VIA JAPAN	INDRAPURA	Brit. str.	Hollingsworth	BUTTERFIELD & SWIRE	24th inst.
PORTLAND, OREGON	EMPIRE	Brit. str.		PORTLAND & ASIATIC CO.	13th inst.
AUSTRALIAN PORTS	TUNAN	Brit. str.		BUTTERFIELD & SWIRE	12th inst.
YOKOHAMA & KOBÉ	EMPIRE	Brit. str.	Helms	GIDE, LIVINGSTON & CO.	10th inst. at Noon.
YOKOHAMA, VIA SHANGHAI, MOI & KOBÉ	CHANGSHA	Brit. str.		BUTTERFIELD & SWIRE	To-day
SHANGHAI	JATA	Brit. str.	S. Barham	P. & O. S. N. Co.	About 23rd inst.
FOOCHOW, VIA SWATOW & AMOY	BALLARAT	Brit. str.	C. R. Longdon	P. & O. S. N. Co.	About 14th inst.
SWATOW	TUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	14th inst. 10 a.m.
MANILA	HAICHING	Brit. str.	Hodgins	DODWELL & CO., LTD.	To-morrow, 11 a.m.
MANILA DIRECT	KANBU	Brit. str.		BUTTERFIELD & SWIRE	To-day
MANILA DIRECT	PERLA	Brit. str.	A. H. Nottley	SHAW, TOMES & CO.	To-morrow, 4 p.m.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHAW, TOMES & CO.	13th inst. 10 a.m.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	DODWELL & CO., LTD.	About 1st Mar.
BOMBAY, VIA SINGAPORE & PENANG	TAHITI	Ital. str.	Bolito	CARLOWITZ & CO.	13th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	C. APCAR	Brit. str.	A. Stewart	DAVID SASSOON & CO., LTD.	15th inst. at 3 p.m.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rabatino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PAKISTAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI,"
Captain Belsito, will be despatched as above on SATURDAY, the 13th inst. at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 8th February, 1904. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE,"
Captain Helms, will be despatched for the above ports on FRIDAY, the 19th inst. at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIDE, LIVINGSTON & CO., Agents.
Hongkong, 2nd February, 1904. [205]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT).
PIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship

"GISELA,"
Captain Damjanovich, will be despatched as above on TUESDAY, the 23rd February, P.M.
For information as to Passage and Freight, apply to
SANDER, WILKER & CO., Agents.
Princes' Buildings.
Hongkong, 26th January, 1904. [209]

MESSAGERIES CANTONNAISES.
J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.
THE Comedious Steamer "PAUL BEAU" will run to Canton from the 4th inst. and will be followed by the Steamer "CHARLES HARDOUN."
These two magnificent and up-to-date steamers lighted with electricity will leave the Company's Wharf at foot of Queen's Street, Prince's Wharf, Hongkong nightly for Canton at 9 p.m. (except Saturdays).
Canton nightly to Hongkong at 5 p.m. (except Sundays).
The Saloon is under European Supervision.
First Class European ... \$8.00
Second Class European ... \$3.00
First Class Chinese ... \$1.50
Second Class Chinese ... \$0.50
Deck ... 30
For further particulars, apply to
M. LANDOLT, Agent.
The Pharmacy, Queen's Road, Central.
Hongkong, 6th February, 1904. [420]

NOT RESPONSIBLE FOR DEBTS.
NEITHER THE CAPTAIN, THE AGENTS, OR THE OWNERS will be RESPONSIBLE for any DEBTS contracted by the Crew or the following Vessels and their Owners:
Yokohama, via SHANGHAI, MOI, KOBÉ and KOBÉ.
(Passing through the Inland Sea).
For further Particulars, apply to
E. A. DEWITT, Superintendent.
Hongkong, 9th February, 1904.

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
PERLA	1930	A. H. Nottley	Manila direct.	Thurs. 11th Feb. 4 p.m.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat. 13th Feb. 10 a.m.
RUBI	2540	R. W. Almond	Manila direct.	Sat. 20th Feb. 10 a.m.

For Freight or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 10th February, 1904. [16]

OSAKA SHOSHEN KAISHA
REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR
FOOCHOW, VIA SWATOW AND AMOY
The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.
By the Co.'s steamers for Shanghai, through bills of lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
Hongkong, 5th February, 1904.
T. ARIMA, Manager. [115]

NORTHERN PACIFIC LINE.
NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
SHANGHAI, MOI, KOBÉ AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
OLYMPIA	2,537	A. Dixon	Saturday, February 13th
SHAWMUT	9,066	W. M. Smith	Friday, February 19th
TACOMA	2,812	M. Ridley	Friday, February 26th
VICTORIA	3,502	J. Truebridge	Wednesday, March 16th
TREMONT	9,066	T. W. Garlick	Friday, March 26th
OLYMPIA	2,537	A. Dixon	Wednesday, April 27th

* Not carrying second class passengers.

FOR MANILA.
The largest, stadiest, and most comfortable steamers for Manila.
S.S. TREMONT 9,066 tons T. W. Garlick About 1st March.
S.S. SHAWMUT 9,066 tons W. M. Smith About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to
DODWELL & CO., LIMITED, GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 23rd January, 1904. [7]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON, &c.	MALTA	Noon, 15th February	See Special Advertisement.
SHANGHAI	BALLARAT	About 14th February	Freight and Passage.
LONDON, AMSTERDAM AND ANTWERP	PALESTINE	About 17th February	Freight only.
SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	E. G. Andrews		
YOKOHAMA, VIA SHANGHAI, MOI, KOBÉ AND KOBÉ	S. Barham	About 23rd February	Freight and Passage.

For further Particulars, apply to
E. A. DEWITT, Superintendent.
Hongkong, 9th February, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
GERA	WEDNESDAY 17th February
SEYDLITZ	WEDNESDAY 2nd March
ROON	WEDNESDAY 16th March
PREUSSEN	WEDNESDAY 30th March
HAMBURG	WEDNESDAY 13th April
PRINZ HEINRICH	WEDNESDAY 27th April
OLDENBURG	WEDNESDAY 11th May
BAYERN	THURSDAY 26th May
SACHSEN	THURSDAY 9th June
ZIEHEN	THURSDAY 23rd June
SEYDLITZ	THURSDAY 7th July

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 17th day of FEBRUARY, 1904, at NOON, the Steamship "GERA," of the Norddeutscher Lloyd, Captain R. D. H., with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon on MONDAY, the 15th February. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 16th February, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 16th February.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on-board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.
No. 4, 4th February, 1904. [5]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 10th Feb.
R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 20th April.
Hongkong to London, 1st Class via St. Lawrence 200 via New York 232.
" " Intermediate on Steamers 240.
" " 1st Class 240.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal ports and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handb. etc. Rates of Passage and Freight, apply to
E. A. DEWITT, General Agent.
[8]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI VIA INLAND SEA OF JAPAN, MOI, KOBÉ AND YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON
"INDRAPURA" 4,500 A. E. Hollingsworth February 13, 1904
"INDRASAMHA" 5,197 W. E. Craven March 16, 1904
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 12th January, 1904. [114]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LISBON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	DESTINATIONS	SAILING DATES
C. FRED. LARSEN	HAVRE and HAMBURG	On 20th Feb. Freight.
Capt. Sachs	(Calling at Singapore and Penang)	
SITHONIA	HAVRE, BREMEN and HAMBURG	On 2nd Mar. Freight.
Capt. Hildebrandt	(Calling at Singapore and Colombo)	
BATAVIA	HAVRE and HAMBURG	On 6th Mar. Freight & Passengers.
Capt. Dempf	(Calling at Singapore and Colombo)	
SAMBIA	HAVRE and HAMBURG	On 22nd Mar. Freight.
Capt. Hildebrandt	(Calling at Singapore and Penang)	
ABESSINIA	HAVRE and HAMBURG	On 5th April. Freight.
Capt. Filler	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE and HAMBURG	On 19th April. Freight.
Capt. Borek	(Calling at Singapore and Penang)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 a.m.; on Excursion days, at 8.30 a.m.; from Macao week days at about 2 p.m. and Sundays about 7.30 p.m.
FARE—(week days) 1st Class including cabin and servants, \$1. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.
MING ON & CO.
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

LESSONS IN FRENCH.
NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.
Care of Office of this Paper.
Hongkong, 16th May, 1903. [3184]

SIEN TING.
SURGEON DENTIST.
No. 10, D'AGUILA STREET.
ALLEN'S VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [263]

FOR EUROPE AND AMERICA.
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS at the OUTPOSTS.
A COMPREHENSIVE and COMPLETE RECORD OF THE
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated
"THE CHINA OVERLAND TRADE REPORT."
Subscription, if paid in advance, \$12 per annum.
Postage to any part of the World \$2.

PRINTING OF ALL KINDS at the most moderate prices at
THE "DAILY PRESS" OFFICE
All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

**PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.**

**TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.**

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PAK LING"	On 13th February.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 20th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd February.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th February.
GLASGOW and LIVERPOOL	"HIERUS"	On 27th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 12th March.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"KINTUCK"	On 18th February.
* GENOA, MARSEILLES and LIVERPOOL	"KEEMUN"	On 22nd February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.
LONDON and ANTWERP	"GLAUCUS"	On 14th March.
* GENOA, MARSEILLES and LIVERPOOL	"AJAZ"	On 20th March.
LONDON and ANTWERP	"PAK LING"	On 29th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, YOKOHAMA, KOBÉ, and YOKOHAMA	"AGAMEMNON"	On 24th February.

The s.s. "PAK LING" left Singapore on the 8th inst., at daylight, and is due here on the 33rd inst.

The s.s. "TYDEUS" will leave Pacific Coast for this port via Japan on the 15th inst.

The s.s. "PELEUS" left Victoria B.C. on the 30th ult. for this port via Japan.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th February, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR YOKOHAMA AND KOBÉ

STEAMERS	TO SAIL
"CHANGSHA"	On 10th February.
"KANSU"	On 10th February.
"TSINAN"	On 12th February.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th February, 1904.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

ACHEE & CO., Established 1859.
Furniture Dealers, Silver-plated, China Glass and Iron Ware.
17A, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Pans and Iloilo

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

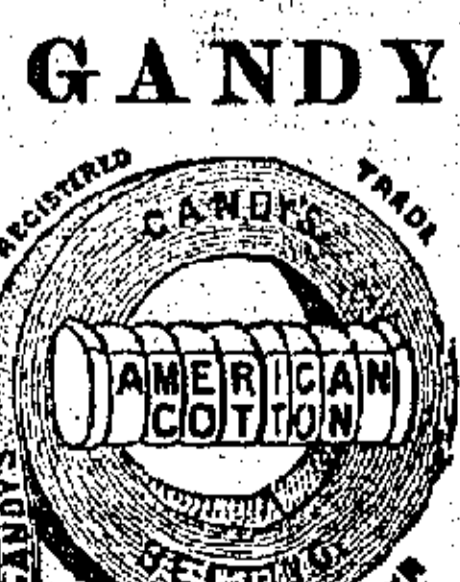
STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann Baking's Genuine Composition Bed Bread Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers' Tools, Brass and Iron Merchants, 14A, Des Vaux Road.

**THE BEST
THE OLDEST
THE CHEAPEST
BELT IN THE WORLD**



"THE GANDY BELT," ENGLAND.

SOLE AGENTS: LUTGENS, EINSTAMM & CO., HONGKONG.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"GLAUCUS"

are hereby notified that the Cargo is being discharged into Carts, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Carts or Godown on and after the 6th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 12th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th February, 1904. [10-11]

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ"

OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., To-day, the 5th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, the 12th February, at 9.30 A.M.

All Claims must reach us before the 17th February, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 5th February, 1904. [5]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA"

Captain G. Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 8th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, HONGKONG OFFICE.

Hongkong, 15th February, 1904. [469]

"BEN" LINE OF STEAMERS.

S.S. "BENGLOBE"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th January, 1903. [454]

NOTICE TO CONSIGNEES.

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th January, 1903. [454]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, the 6th inst.

Goods not cleared by the 12th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 6th February, 1904. [1]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, HAMBURG AND LONDON.

THE Steamship

"MERIONETHSHIRE"

Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 5th February, 1904. [447]

JAVA-CHINA-JAPAN LINE.

FROM BATAVIA, CHERIBON, SAMARANG, SOERABAYA, AND MACASSAR.

THE J.C.J.L. Steamship

"JILATJAP"

Captain H. Kongs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after Tuesday, the 8th inst., will be landed in the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

The steamer will be despatched for Shanghai and Yokohama on or about the 14th inst.

HOLLAND-CHINA TRADING CO., Agents.

Hongkong, 8th February, 1904. [476]

NORTH BRITISH AND MERCHANT TITILE INSURANCE COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBÉ AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 8th February, 1904. [7]

THE YOUNG AMERICAN CIGARS

are made in all shapes, to suit everyone.

But their QUALITY is THE BEST.

3120-10

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I., A.B.C., Scott's and Engineering Code.

Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 530 "

Width of Entrance on Top... 81 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 "

DOCK No. 2 (at NUKAJIMA).

Extreme Length... 371 feet.

Length on Blocks... 380 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUKE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 72 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

1677

NOTICE OF REMOVAL.

THE Business of AH MEN and HING CHEONG & CO., Tailors, will be CARRIED ON from the 17th inst. at No. 8 QUEEN'S ROAD CENTRAL, opposite to the Consignee's Hotel.

Hongkong, 5th January, 1904. [128]

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS.

Dealers in

MARBLE AND GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1903. [251]

JAPAN COALS.

MITSUI BUSSAN KAISHA MITSUI & CO.

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Choochoo, Canton, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Matsuyama, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Fumetsu Mito, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokkaido, Honshu, Kanagawa, Fukuoka, Yamaguchi, Iwate, Aomori, Sendai, Tohoku, Chugoku, Shikoku, Kyushu, and other Coal Fields.

N. INUZUKA, Manager, Hongkong

INSURANCES

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TUNNERS & CO., Agents.

Hongkong, 23rd September, 1903. [27]

NORTH BRITISH AND MERCHANT TITILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL... 23,000,000 0 0

SUBSIDIZED CAPITAL... 2,750,000 0 0

PAID-UP CAPITAL... 687,500 0 0

II. FIRE FUNDS... 2,887,215 11 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 19th June, 1903. [1888]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO., Agents.

Hongkong, 28th November, 1903. [2160]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., Agents.

Hongkong, 1st January, 1904. [1]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [89]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [129]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security £265,719

Total Losses Paid £26,769,240

THE Undersigned having been appointed

